



URBAN DESIGN BRIEF

Prepared for:
Ganni Properties Inc.
16054 & 16060 AIRPORT ROAD
TOWN OF CALEDON
DECEMBER 2019
FILE #9368

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1. Introduction

This urban design brief (the Brief) has been prepared by Weston Consulting on behalf of Ganni Properties Inc. to provide the design rationale for the development of a proposed drive-through coffee shop. The site for this development is located at 16054 and 16060 Airport Road in the Town of Caledon (Figure 1).

The purpose of the Brief is to explain how the proposed development conforms with the Town's urban design objectives while providing service commercial needs along one of the Town's main streets.

The Brief includes a description of the proposed development and the project's design vision and objectives. Also included is an evaluation of the proposed development in relation to relevant urban design policies of the Town of Caledon Official Plan and the Town of Caledon Comprehensive Urban Design Guidelines.

The Brief will be part of submission materials geared towards applications for an Official Plan Amendment and Zoning-By-law Amendment, and should be read in conjunction with other submitted documents and reports, filed under separate cover.

It should be noted that the images and illustrations contained in this Brief are for conceptual representation only and will not be construed as to what will actually be built on site.

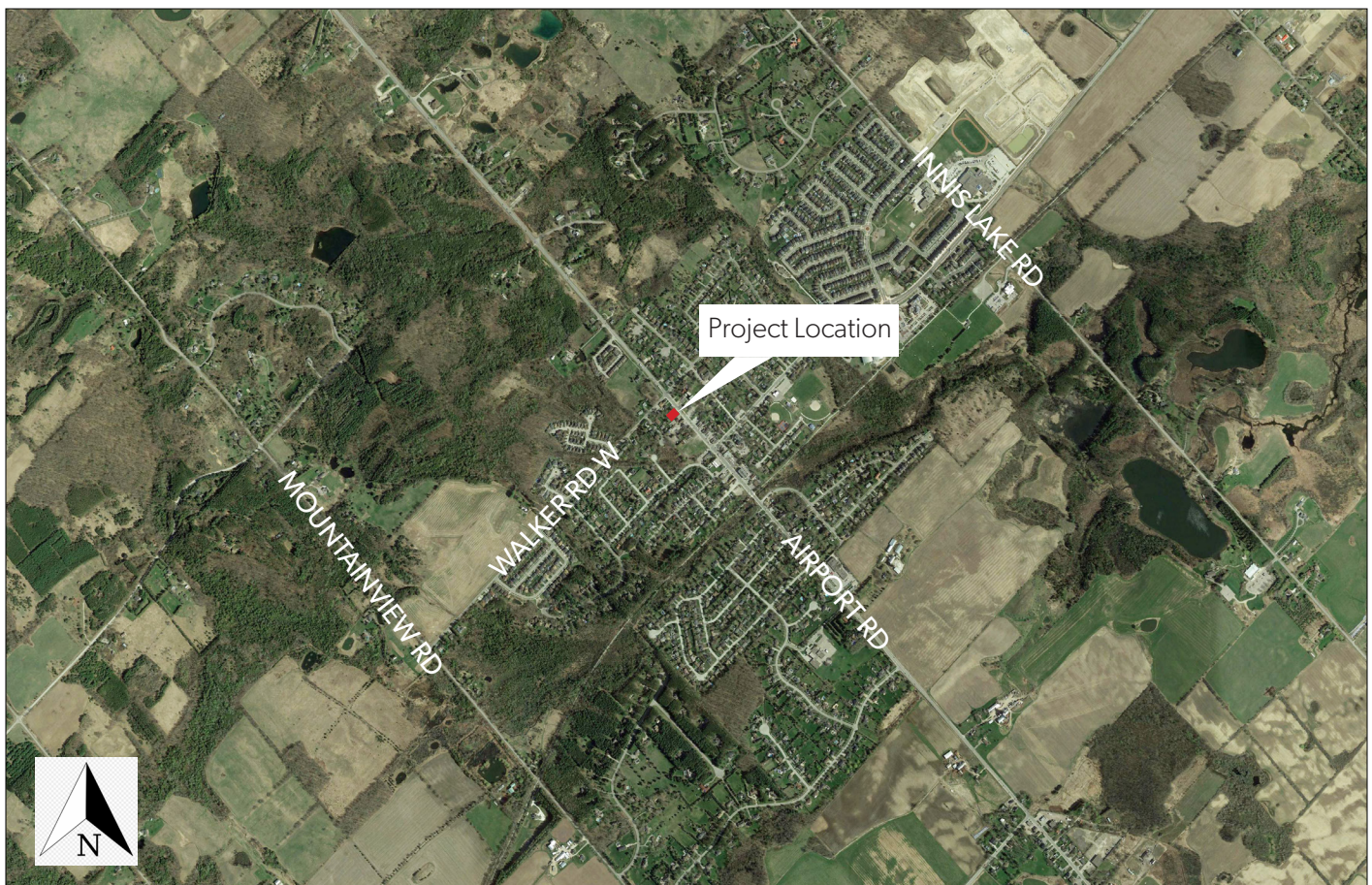


Figure 1: Project location

2. Design Vision and Objectives

2.1 Design Vision

The design vision is to establish a drive through coffee shop along one of the Town's 'Main Street' to primarily serve the immediate surrounding residential areas as well as the surrounding service and commercial uses. The coffee shop will contribute to the 'Main Street' happenings while respecting the residential scale of developments nearby. Considerate landscaping will enhance the Airport Road streetscape while providing adequate buffering. Walkability will be highly encouraged as the design incorporates design features to promote pedestrian mobility. The project foresees a compatible land use and development plan that will contribute to placemaking in the commercial core of Caledon East.

2.2 Design Objectives

- provide a compatible design with the surrounding neighbourhood;
- enhance the streetscape along Airport Road with landscaping and the planting of trees;
- generate pedestrian activity and animate the streetscape with commercial spill out areas near the street;
- enhance the Airport Road commercial frontage with high quality architectural design;
- ensure that service areas are designed to minimize their impact from the public realm as well as neighbouring areas; and
- design vehicle queuing lanes so that they are adequately buffered and screened from neighbouring areas, and that they do not dominate the streetscape and cause any traffic congestion.

3. Site and Surrounding

3.1 THE SITE



Figure 2: Aerial photograph of the site

The two lots that make up the subject property are located on the west side of Airport Road and south of Walker Road West. The combined subject property is rectangular measuring a total area of 1,990 sq. metres with a frontage of 34 metres along Airport Road. A 2.94 metre road widening is to be dedicated to the Region/Town leaving a net developable area of 1890 sq. metres (Figure 3).

Currently the property is occupied with two buildings, one on each property. A two and half storey building occupies 16060 Airport Road while a single storey building is located on 16054 Airport Road. These buildings will be demolished to accommodate the proposed drive-through coffee shop. Each site is served by a single driveway providing access to the rear of the two lots. See Figures 3 and 4.

The site generally slopes up from east along Airport Road to west at the rear of the property. A general 2 metre grade difference is found on the topographical survey. Trees internal to the site will be removed to accommodate the proposed development. However, several mature

trees along the site's north boundary will be protected as recommended in the accompanying Tree Preservation Plan prepared by 7 Oaks Tree Care and Urban Forestry Consultants Inc., dated August 27, 2019 (Figure 5),



Figure 3: Streetview of 16054 Airport Road



Figure 4: Streetview of 16060 Airport Road

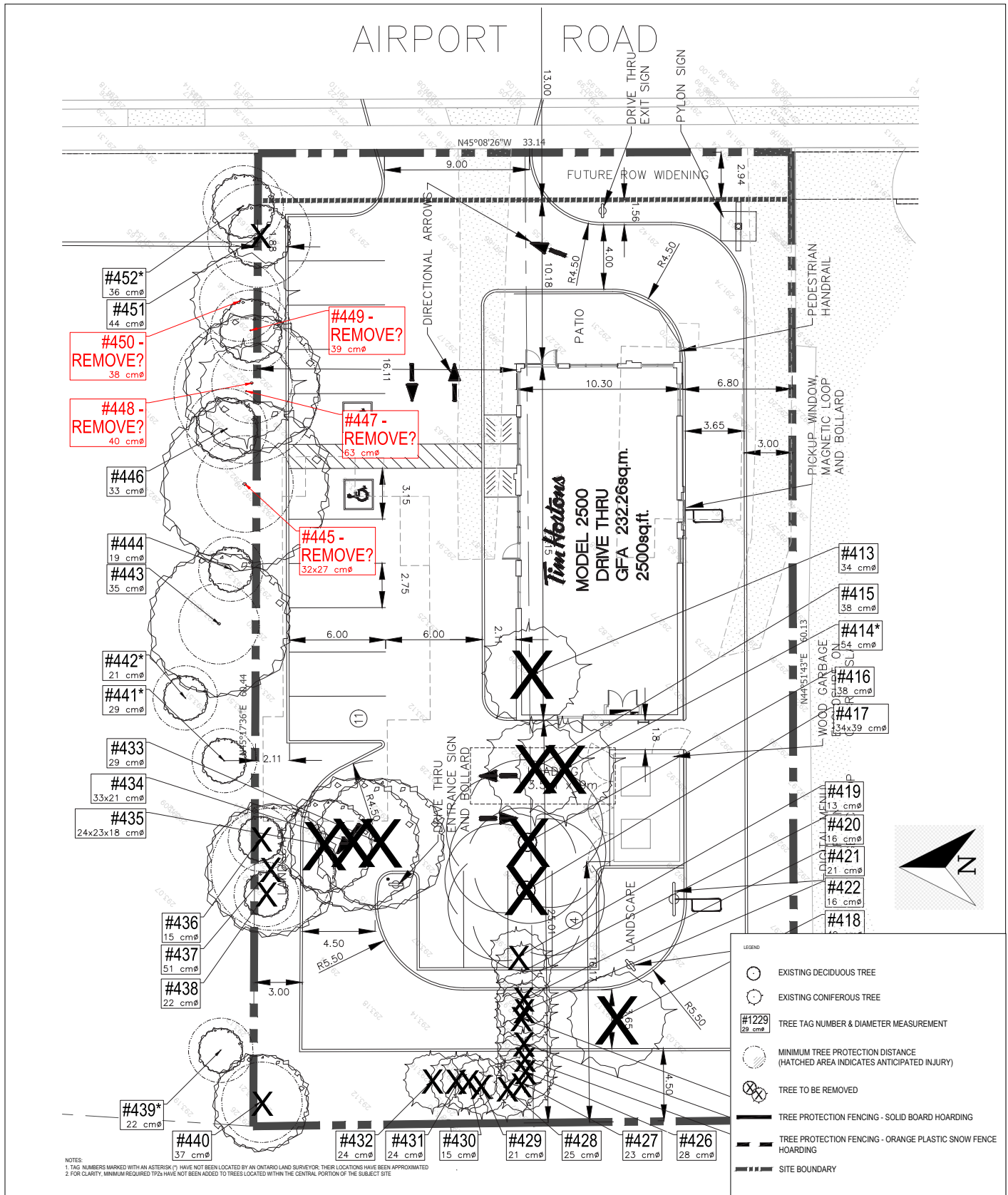


Figure 5: Tree Preservation Plan prepared by Oaks Tree Care and Urban Forestry Consultants Inc.

3.2 THE SURROUNDING CONTEXT

The subject property is located within Caledon East, a designated *Rural Service Centre* that will serve as a focus for growth and service provision. In order to provide services in an efficient manner to the large geographical area that comprises the Town, the *Rural Service Centres* will be the focus for the majority of new residential and employment growth as well as the focus for the provision of a wide range of goods and services for the Town.

The area includes a variety of land uses consisting of residential, commercial, institutional uses, and parks and natural open spaces. Immediately to the north of the property is a small ice-cream parlour in a single storey building followed by two other commercial properties. Commercial developments also exist to the south of the subject property and on the east side of Airport Road. The general character of these existing commercial developments can be described as low-rise (generally one to two storeys high) mostly of a rural traditional style. See Figures 7 to 9.



Figure 6: Aerial context



Figure 7: Ice cream parlour north of the subject property



Figure 8: Retail and commercial establishments south of the subject property on the east side of Airport Road

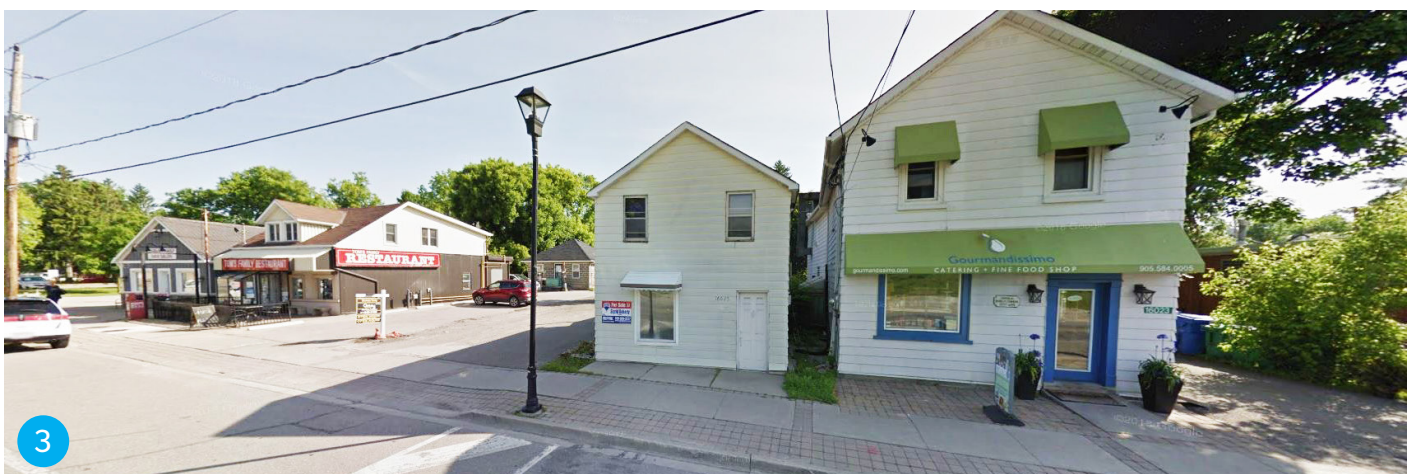


Figure 9: Commercial buildings on the west side of Airport Road

These commercial establishments are associated with the *General Commercial* Land Use designation of the Caledon East Secondary Plan. The subject property is located in the *Commercial Core Area* as identified in Schedule D Caledon East Land Use Plan (Figure 10). These designations emphasize the importance of the site in establishing a retail and commercial active corridor along Airport Road within the Caledon East Settlement Area.

The site abuts low-rise residential properties to the west. 15, 23 and 29 McCaffery's Lane are three single detached dwellings with their rear yards abutting the subject property. 15 McCaffery's lane is a wide and shallow single storey bungalow styled residence. The residence is located approximately 18 metres from the rear property line that is shared with the subject property. 23 McCaffery's Lane is also a single storey bungalow with a detached garage. The garage is located towards the rear of the site while the residence is approximately 16 metres from the rear property line. 10 McCaffery Lane is a one and half storey residence. This building is also generously setback from the rear property line at a distance of approximately 18 metres.

The relatively large rear yards will aid in the buffering and separation of the residences from the proposed drive through coffee shop. Additionally, adequate buffering and screening will be a key design consideration for the proposed drive through coffee shop. The scale of the residential developments will also be an important design aspect to consider during the design of the proposed facility to avoid any adverse impact, as well as blend in with the general character of the area. See Figures 11 and 12.

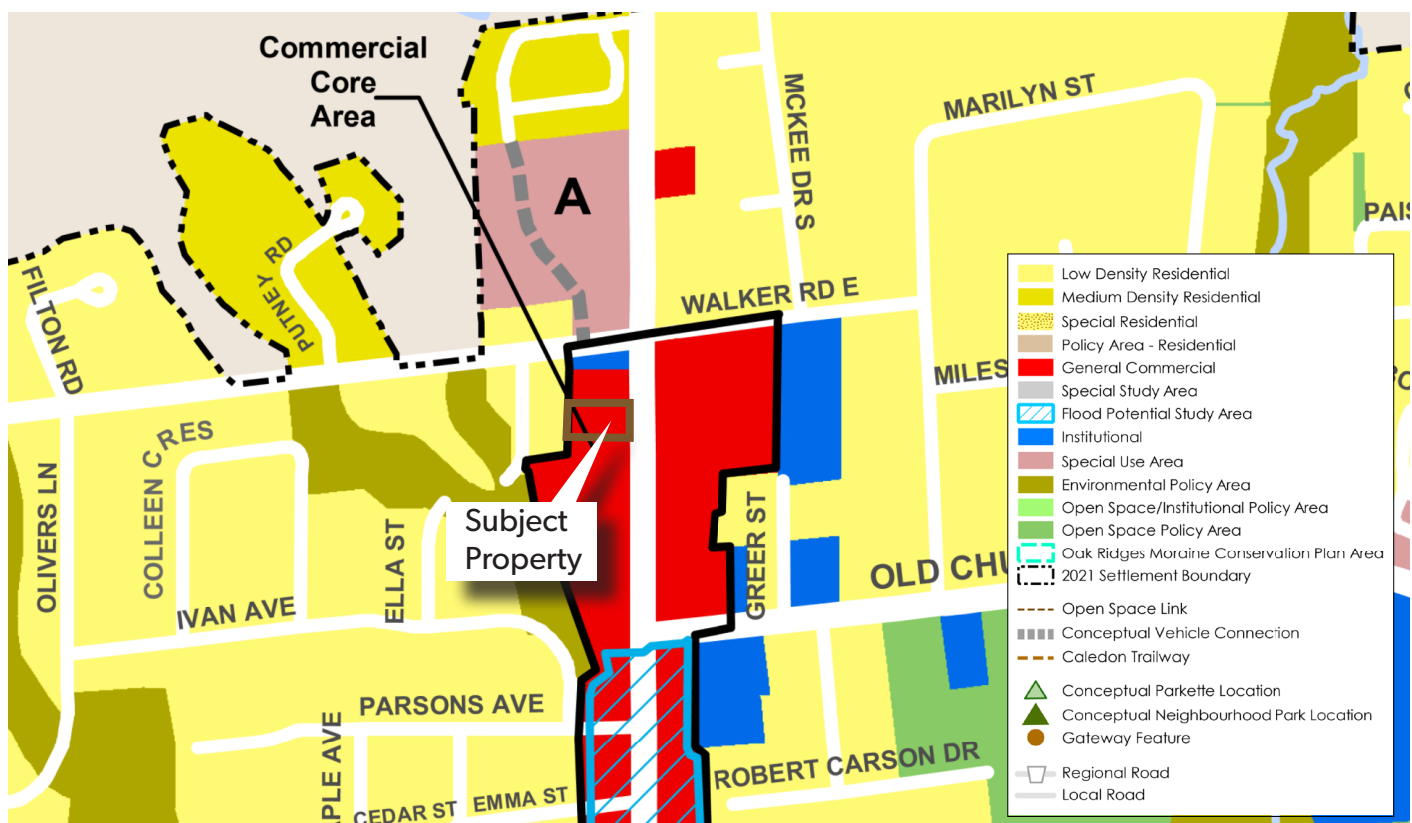


Figure 10: Schedule D Caledon East Land Use Plan



Figure 11: Aerial of site in relation to neighbouring residences on McCaffery's Lane

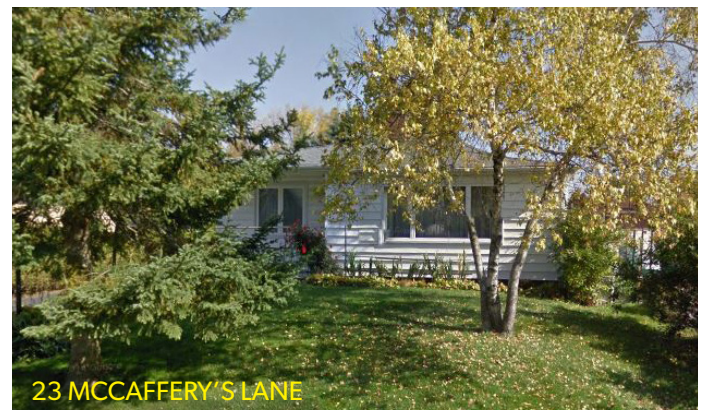
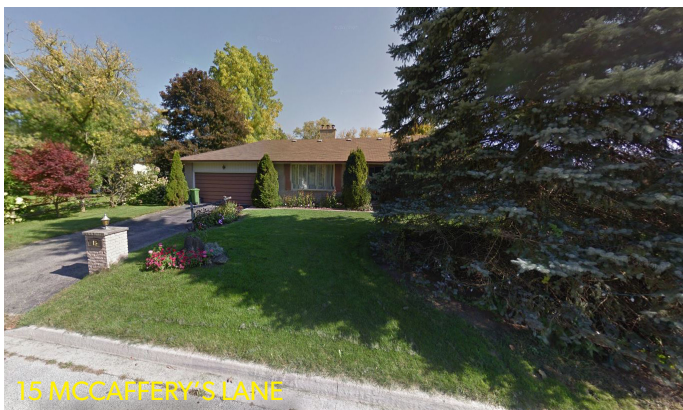


Figure 12: Street view of residences on McCaffery's Lane

The existing streetscape in its current condition includes a sidewalk, paved boulevard, street lights and hydro poles, and waste receptacles (Figure 14). The street edge is undefined with inconsistent building setbacks. Most of the commercial buildings facing Airport Road are deeply setback from the street line with a few exceptions. The design intent will be to establish a building that is set closer to the future street line in order to establish a 'Main Street' feel on Airport Road whilst providing appropriate setbacks, screening and buffering of the queuing lane.

The site is currently accessible through Airport Road which is a *Major Road* identified in the OP. *Major Roads* are meant to provide a high level of transportation capacity. Airport Road passes through the centre of Caledon East, connecting communities such as Orangeville, Mono Mills, Hockley Valley and Tottenham to the Greater Toronto Area and the City of Toronto.

There are sidewalks on both sides of Airport Road that connect the subject property to nearby retail and commercial establishments and residential neighbourhoods. This will facilitate employers, visitors and residents to walk to the proposed coffee shop. In addition to municipal sidewalk connections, there are several trails within the vicinity of the subject property also promoting walkability. The site is also close to several existing and planned bike routes as shown in Figure 15, encouraging cyclists to the area.

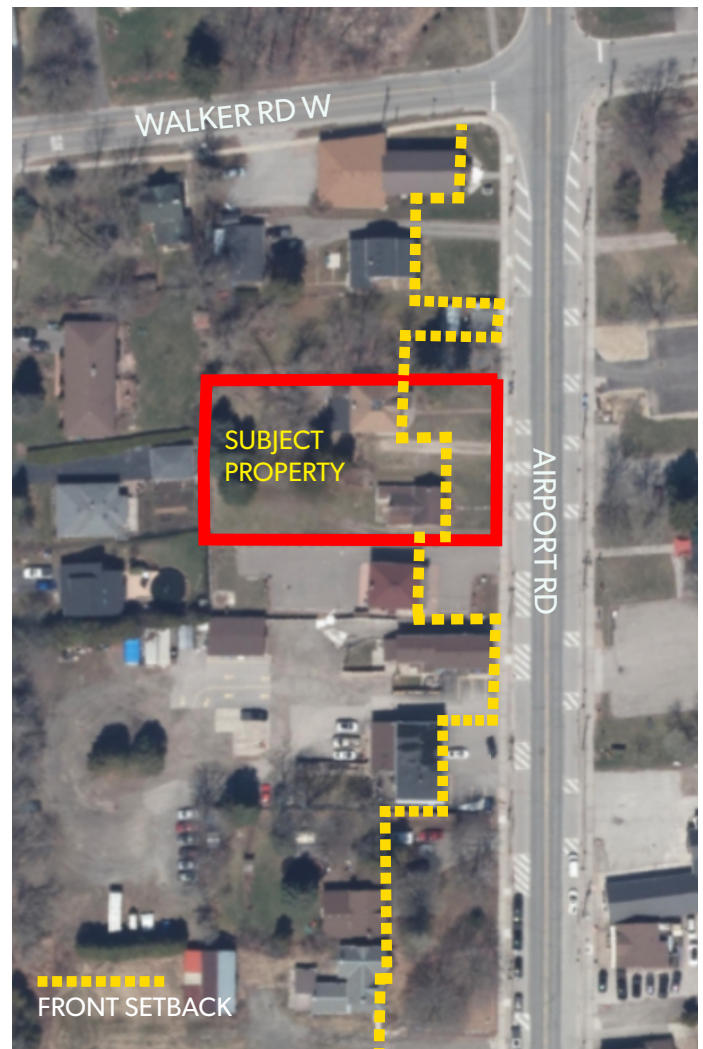


Figure 13: Existing varying setbacks along Airport Road



Figure 14: Existing streetscape condition

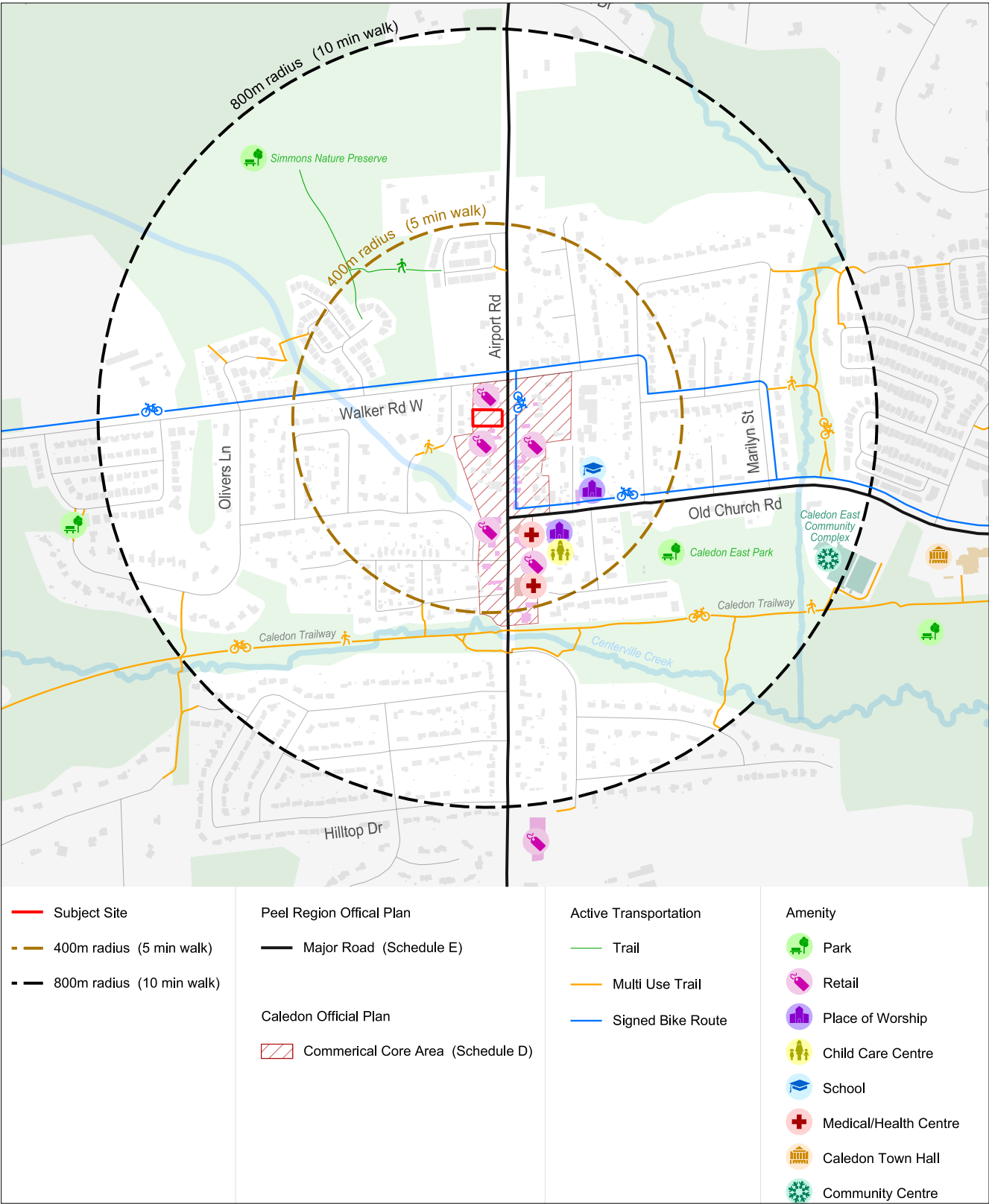


Figure 15: Context map

4. Policies and Guidelines

4.1 The Town of Caledon Official Plan, Office Consolidation April 2018

The Town of Caledon Official Plan, Office Consolidation April 2018 (OP) is a statement of principles, goals, objectives and policies intended to guide future land use, physical development and change, and the effects on the social, economic, and natural environment within the Town of Caledon.

Section 5.4 of the OP outlines objectives and policies applicable for commercial developments within the Town. The proposed development supports the four objectives described in Section 5.4.2 as follows:

- by contributing in the provision of a range of retail and personal service opportunities in the Town for local residents;
- supporting the development and strengthening of existing commercial areas in the Town;
- capturing the outflow of commercial expenditures currently leaving the municipality; and
- contributing to recognizing the value of tourism to strengthen the local economy.

Caledon East is a *Rural Service Centre* (RSC) as identified in Schedule A1 of the OP. The site is located within this RSC. See Figure 17. The proposed development is in compliance with Policy 5.4.3.1 as it will be located in the RSC of Caledon East, thereby contributing to the localization and concentration of commercial and service facilities within the Town.

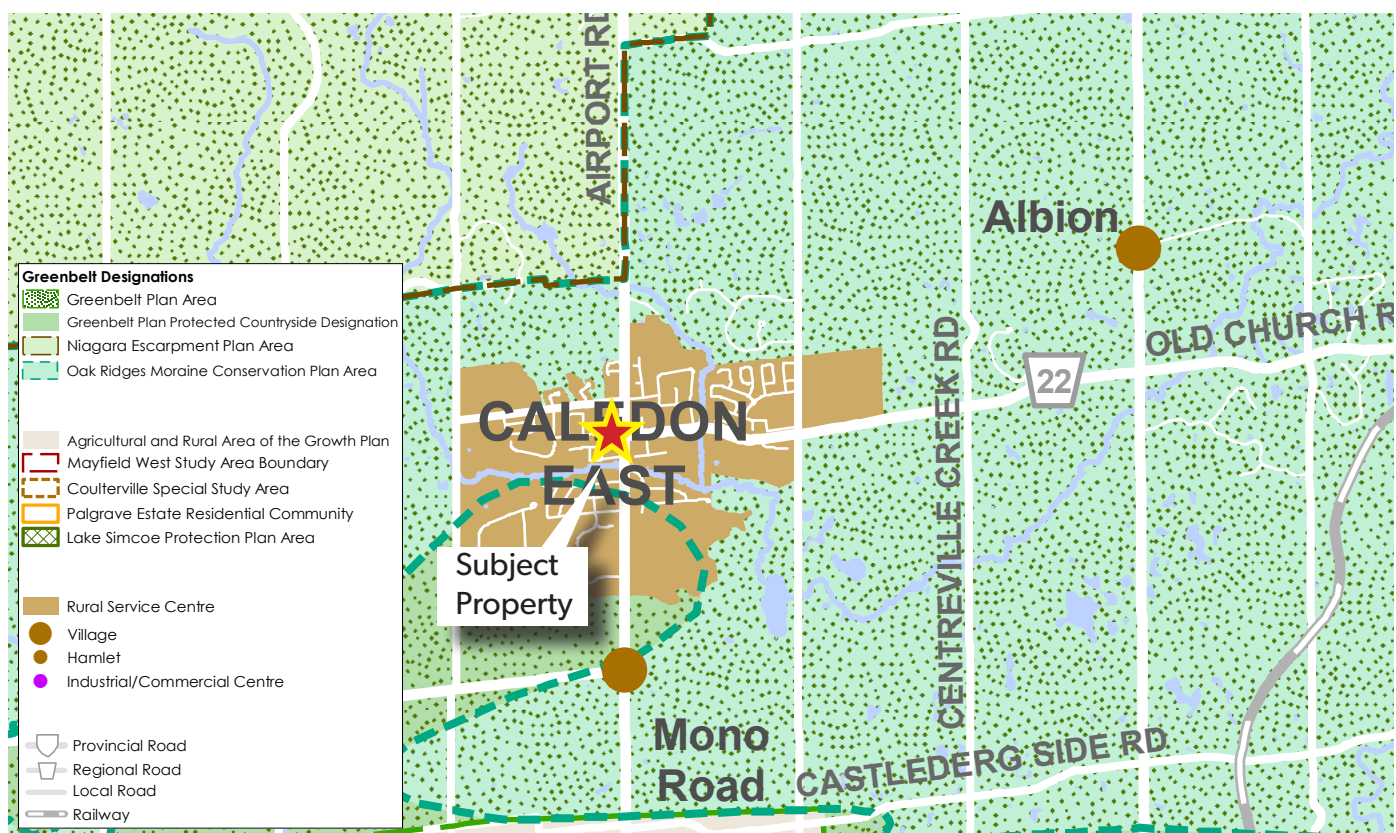


Figure 16: Extract of Schedule A1 of the OP identifying approximate location of the subject property

The following section provides an evaluation of the proposed development in context of relevant OP policies for Drive-through Service Facilities:

Policy 5.4.3.17.2

Drive-through service facilities may be considered in Caledon East, Villages and Hamlets where it can be demonstrated that the intent of the Plan regarding Caledon East, Villages and Hamlets can be preserved and subject to site plan control and the Industrial/Commercial Design Guidelines of the Town of Caledon.

Policy 5.4.3.17.3

Drive-through service facilities, either developed as a stand-alone facility or in combination with any other use(s), should be compatible with existing and future land uses.

Policy 5.4.3.17.4

The Town's Comprehensive Zoning By-Law and the Industrial/Commercial Design Guidelines will be applied to ensure that drive-through service facilities are compatible with other land uses, to promote an attractive streetscape, and to minimize conflict between pedestrians and automobiles.

Policy 5.4.3.17.5

The development of a drive-through service facility shall be considered only where it can be demonstrated through studies, to be determined during pre-consultation with the Town, that all the components of the drive-through service facility including the queuing lane, order station, and any feature which has the potential to generate noise, have appropriate setback(s) when abutting a residential zone or a lot containing a residential use, or any other sensitive land use such as institutional, open space, and EPA zones.

Discussion

The proposed development is in keeping with the intent of the OP in regards to developing Caledon East as a Rural service Centre with a concentration of commercial and service facilities. The development is also in compliance with the Town's Industrial/Commercial Design Guidelines as discussed in Sub-section 4.4 of this Brief.

The stand alone proposed facility will be compatible with existing low-rise residential uses located to the west of the site on McCaffery's Lane through the use of generous building setbacks, landscaped buffers and built form design. The site's north and south neighbouring properties are also designated 'General Commercial', thereby contemplating similar commercial and compatible developments in future.

The development applies several design recommendations contained in the Town's Industrial/Commercial Design Guidelines to ensure an attractive streetscape and reduce conflict between automobiles and pedestrians. See Sub-section 4.5 of this Brief for relevant discussions.

The subject application includes a Noise Feasibility Study prepared by HGC Engineering, dated December 20, 2019. The report recommends the use of a 2 metre high acoustical barrier along the rear property line that will keep noise levels within the Ministry of Environment, Conservation and Parks (MECP) guidelines in relation to the residential properties surrounding the subject lands.

The site is designated 'General Commercial' as per Schedule D, Caledon East Land Use Plan of the OP (Figure 11). Section 5.4.4 includes policies related to lands designated 'General Commercial', and applies to the core areas and other specific sites within the Rural Service Centres. Please refer to the accompanying Planning Justification Report also prepared by Weston Consulting for discussions related to policy compliance with 'General Commercial' use.

4.2 Caledon East Secondary Plan

The Caledon East Secondary Plan (CESP) provides a detailed framework for guiding the evolution of the Caledon East community to the year 2031. As a 'Rural Service Centre', Caledon East provides a wide range of services to the Town of Caledon and serves as a primary growth centre. Furthermore, Caledon East is an administrative centre for the Town and holds a number of major educational, recreational and commercial facilities.

To allow for projected growth within Caledon East, community design policies have been implemented to maintain and enhance the character of the community as a rural small town. Caledon East expresses the desire to maintain *"the historic character and desire for a traditional 'main street' commercial area with appropriate (and preferably traditional) architectural style"*.

The following Community Design Principles, outlined in Section 7.7.4.1 of the CESP apply to the subject lands:

- a. *Community design shall be used to maintain/create the appearance of a rural small town, focused on a commercial core consisting of a traditional "main street" along Airport Road and mixed residential/commercial areas along Airport Road and Old Church Road.*
- b. *The Caledon East Streetscape Concept and Architectural Guidelines have been adopted by Council to guide the redevelopment of the Commercial Core. These guidelines address the layout of commercial sites and the architectural character of commercial buildings, as well as the streetscape character. Development in the Caledon East Commercial Core Area shall conform to the adopted Caledon East Streetscape Concept and Architectural Guidelines which provide guidance for site layout, landscaping, and architectural form and detail. As new development extends along Airport Road and Old Church Road, the design standards for streetscaping as outlined in the Caledon East Streetscape Concept shall apply.*
- d. *Airport Road is a High Capacity Arterial and Old Church Road is a medium Capacity Arterial intersecting in the core of Caledon East. These streets accommodate regional and inter-regional traffic, but they also play a prominent role in defining Caledon East's small town character and community life as locations for and*

connections between community facilities and services. It is intended that these roads be integrated into the community fabric and exhibit a pedestrian oriented character and scale in keeping with the small town setting. Consequently, commercial and residential development will be oriented toward the street; back lotting and sound walls will be discouraged.

Discussion

The proposed development maintains the character of a rural small town focused on a commercial core along a traditional main street (Airport Road). The scale of development, building design, siting of the building and the landscaping around the site will support the intended vision of developing the commercial core with a small town feel. Sub-section 4.3 of this Brief includes a discussion in relation to the Caledon East Streetscape Concept and Architectural Guidelines.

4.3 Caledon East Streetscape Study Design Concept, February 1994

The Caledon East Streetscape Study was established to generally examine existing streetscape conditions in Caledon East and develop a streetscape concept and implementation procedure in order to preserve Caledon East's unique identity. The subject site lies within the study area as illustrated in Figure 17, close to the north entrance of the village. The north entrance is located at Walkers Road signalling changes in land uses and character. The north of Walker Road consists of new residential development, while village commercial land uses become evident at the south of Walker Road. The subject site lies within the

Village Core that extends from Walker Road at the north to Hilltop Drive at the south. The proposed development contributes to improving the visual appearance of Airport Road while maintaining the small town character as follows:

- on-site parking is located at the side of the proposed building and screened from the streetscape with landscaping;
- The proposed building design, its materiality and signage will contribute in an attractive and vibrant streetscape; and
- The scale of development will preserve the small town rural feel of the Village Core.

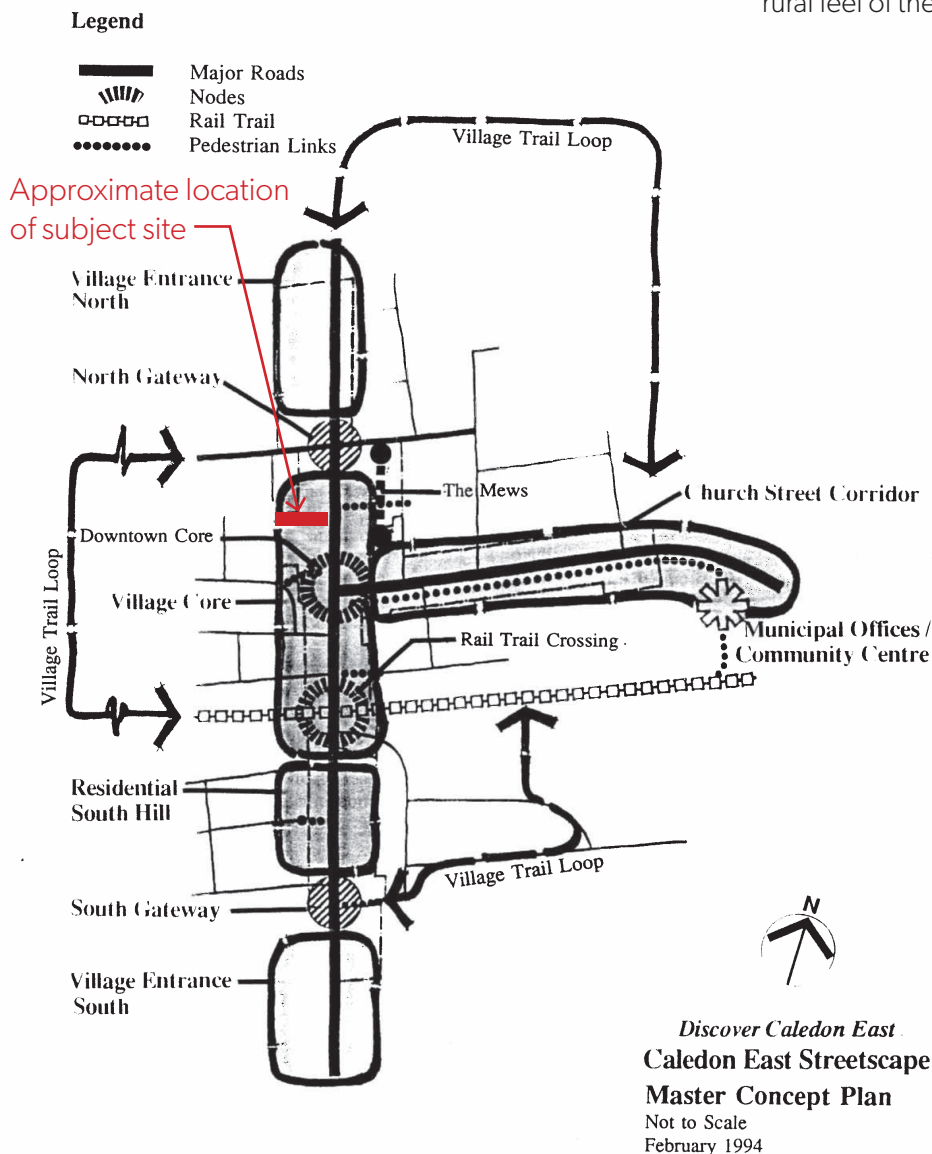


Figure 17: Caledon East Streetscape Master Concept Plan. Sourced from The Caledon East Streetscape Study.

4.4 Caledon Comprehensive Townwide Design Guidelines (TWDG)

Section 10.1 of the TWDG includes general design recommendations for commercial areas. This section provides a discussion on how the proposed drive-through coffee shop is in keeping with these recommendations.

4.4.1 Site Planning

The proposed building is set relatively close to the street's edge to establish a 'Main Street' character along Airport Road. The street facing facade will be architecturally enhanced with signage, increased parapet heights, main entrance doors and full height glazing. A similar treatment is carried on the northern facade to establish a high degree of visual appeal as this facade is also visible from the public realm while moving south bound along Airport Road.

An outdoor patio at the front will offer an attractive streetscape element and animate the public realm. Loading and servicing areas, and the queuing lanes are located at the rear of the site to lessen their impact from the public realm.

The main entrance faces Airport Road and is clearly articulated with a glazed double swing door, signage, canopies, heightened parapet and materiality. Weather protection will be provided by the architectural canopies. Pedestrian links are established with the parking area. The main entrance opens onto the patio providing a suitable preparatory space and transition from exterior to the interior.

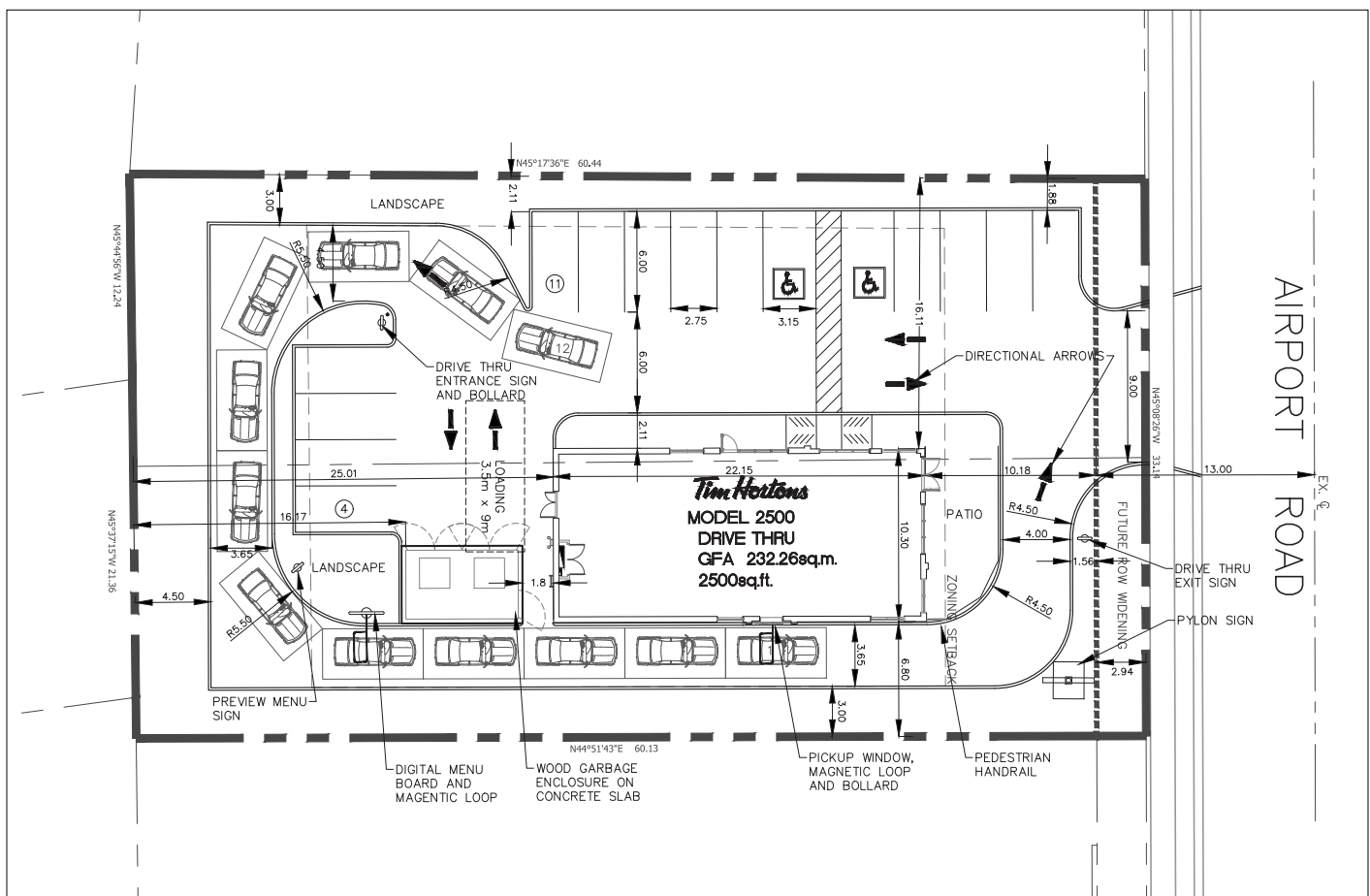


Figure 18: Proposed Site Plan prepared by Dillon Consulting

4.4.2 Building Elevations

The building elevations as proposed are highly articulated offering an aesthetic appeal that will contribute to the streetscape and public realm. The facades will be clad primarily of facing brick. The north east corner of the building which is highly visible from Airport Road will be accentuated with metal frame and porcelain tiles. The elevations are pedestrian friendly, articulated with human scaled detailing and facade articulation. Entry doors, large windows, awnings, metal horizontal bands, brick soldier course running along the lintel as well as wall mounted light fixtures will define the pedestrian scale of the building design. The roof scape is varied with materiality and changes in height. Mechanical units shall be screened from the public realm with increased parapet heights and screening. Metal canopies add depth to the fenestration as well as weather protection to pedestrians.



Figure 19: Proposed Site Plan prepared by Dillon Consulting



Figure 20: Proposed Site Plan prepared by Dillon Consulting

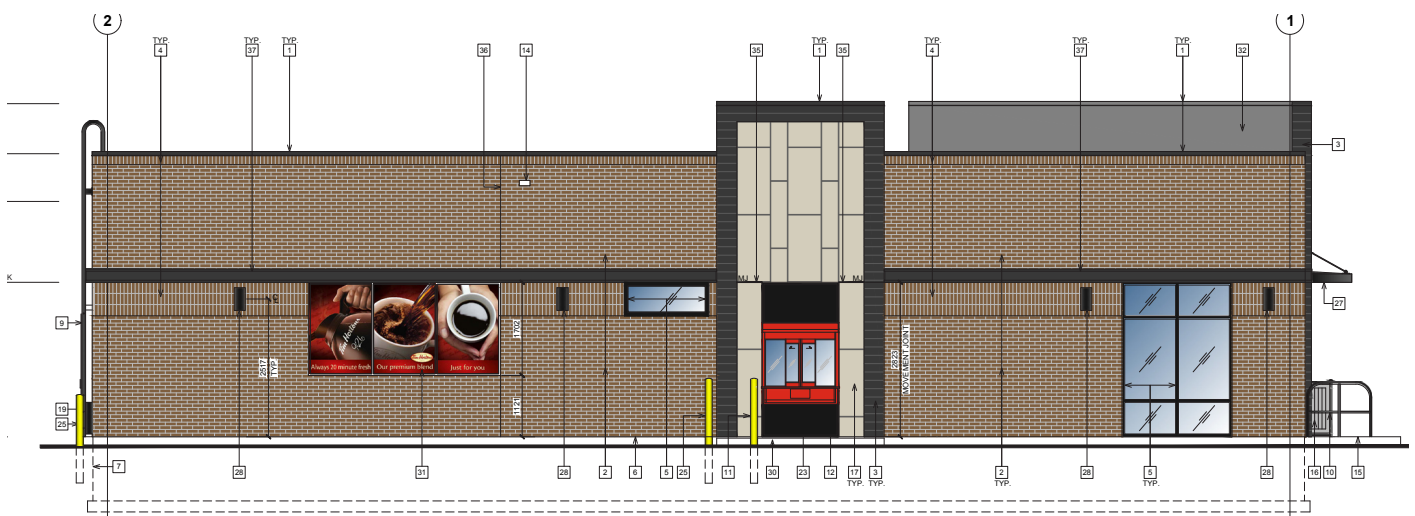


Figure 21: Proposed Site Plan prepared by Dillon Consulting

4.4.3 Pedestrian Circulation

Walkways are designed in concert with parking areas as a pedestrian link connects the parking area to the building entrance at the north. Pedestrian areas are provided at the north and east side of the building to facilitate circulation and entering into and exiting the building. The pedestrian area at the east side facing Airport Road is relatively wider to accommodate a patio.

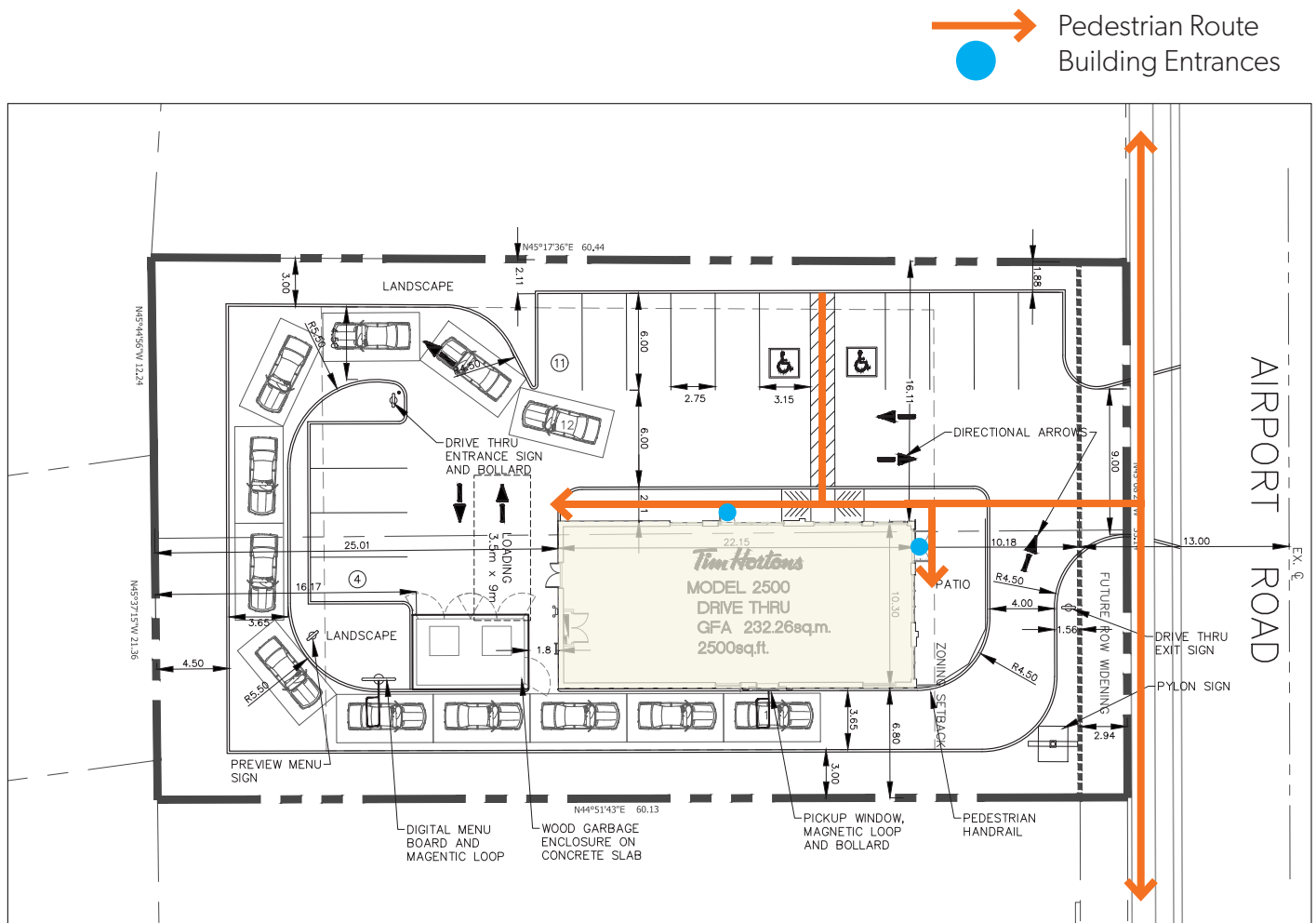


Figure 22: Proposed Site Plan illustrating pedestrian route and building entrances

4.4.4 Landscape Design

Landscaping will be utilized to signal the entrance to the site as well as define the site's frontage along Airport Road. Landscaping along Airport Road will complement the proposed pylon sign and exit sign. The landscaping along the street's edge will include shrubs and ground cover with the boulevard being sodded. A deciduous tree is also proposed at the north of the entrance. Combinedly, these landscaping features will reduce the visual impact of the queuing lane while demarcating the site's street frontage.

A 4.5 metre landscaped buffer will be provided at the rear of the property adjoining the residential properties along McCaffery's Lane. This area will be heavily landscaped with deciduous and coniferous trees, and shrubs for privacy and buffering between the rear yards of the residences and the queuing lane. The north and south sides will be also buffered with heavy landscaping including deciduous trees and shrubs. Several trees along the site's north boundary will be preserved as illustrated in the landscape plan (Figure 24).

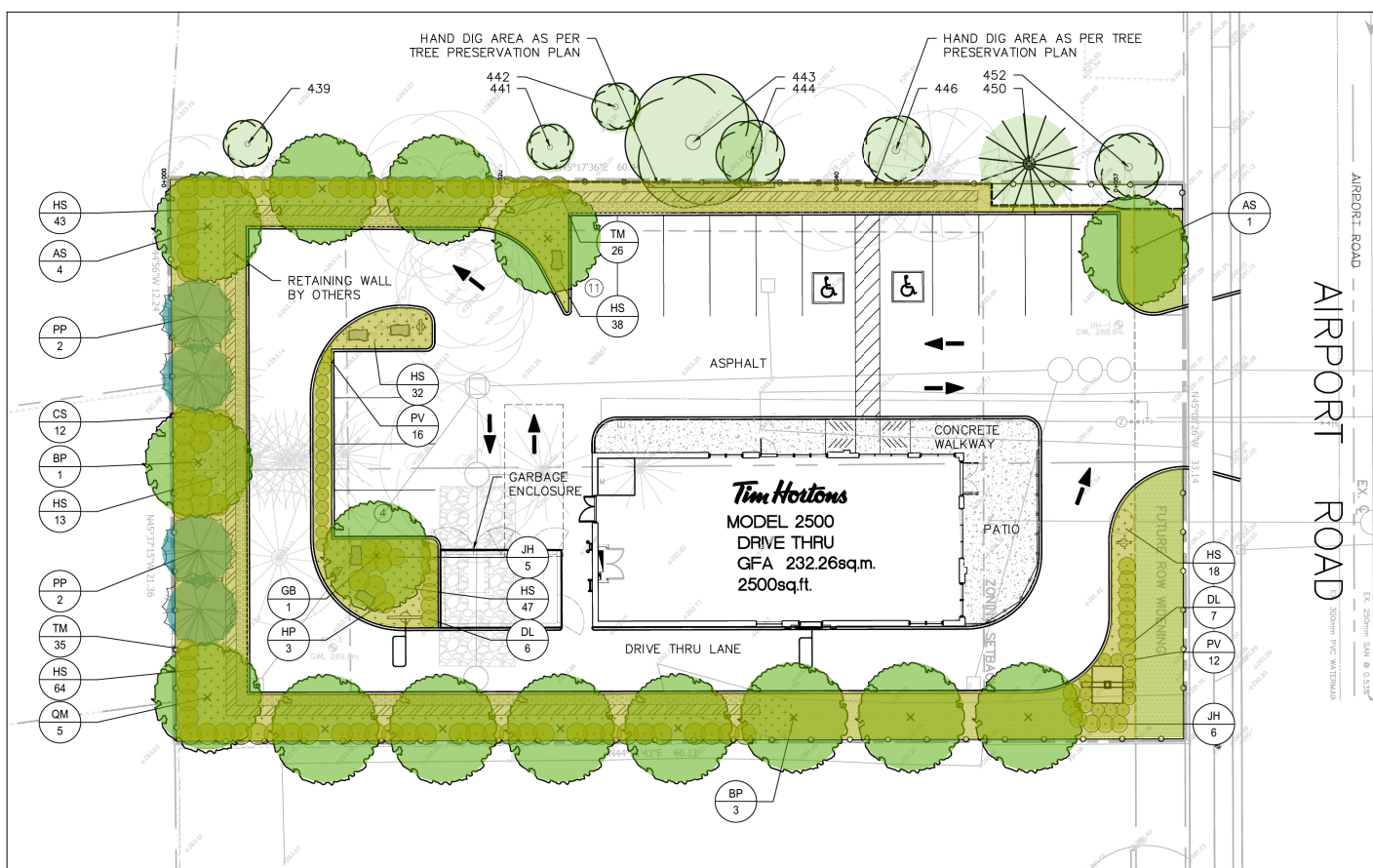
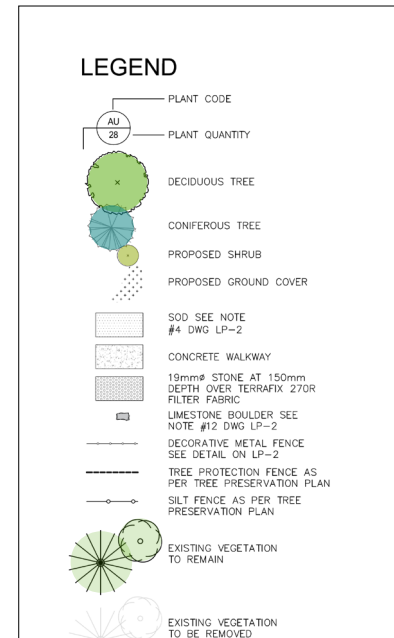


Figure 23: Proposed Landscape Plan prepared by Dillon Consulting.

4.4.5 Vehicular Access, Services and Loading

The loading and service areas are located at the rear of the building screened from public view. The queuing lane also starts at the rear of the building and wraps around the west and south sides screened off from Airport Road. Landscaped buffers and setbacks will reduce the impact of the queuing lanes from the residential properties.

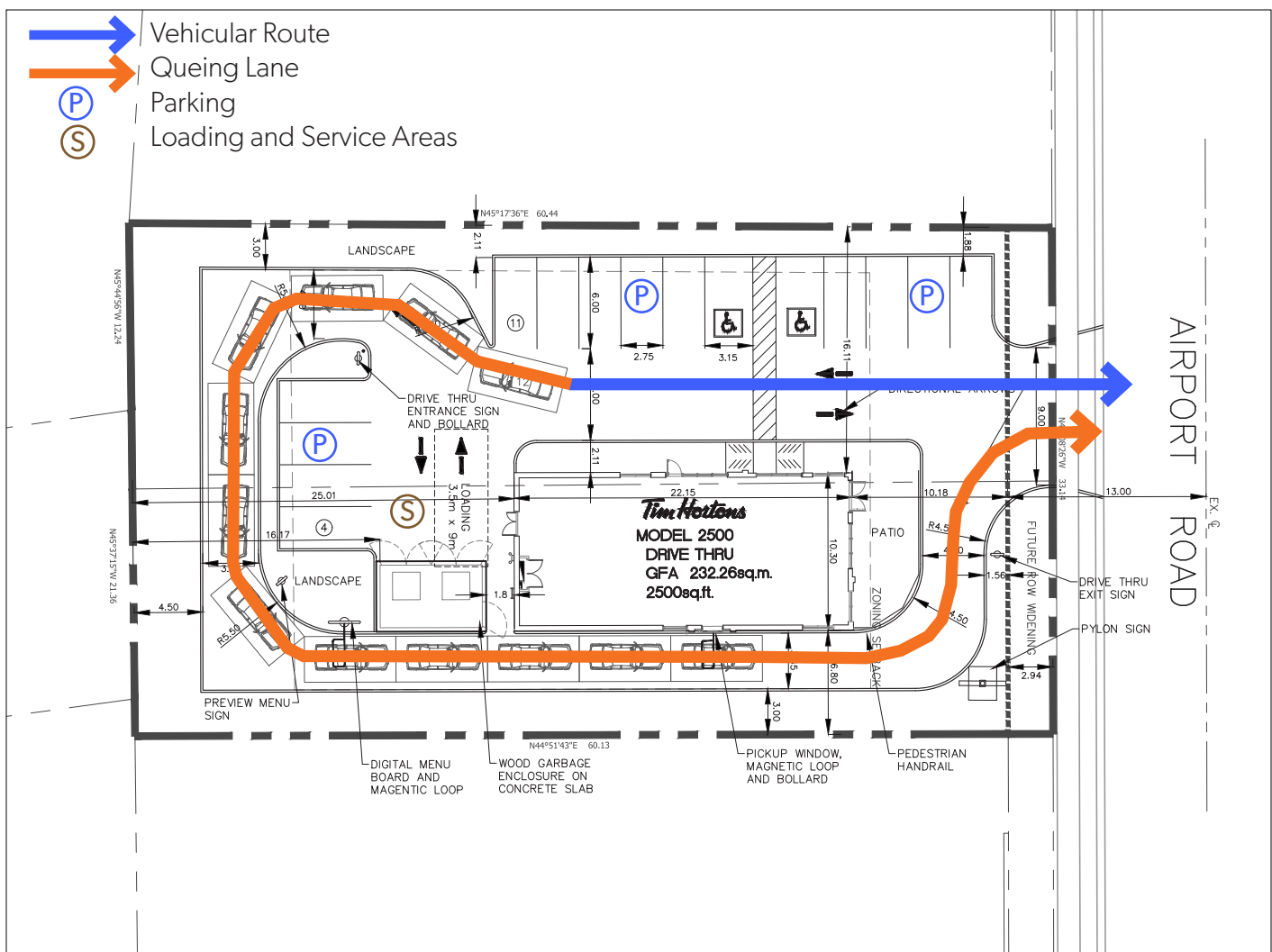


Figure 24: Proposed Site Plan illustrating vehicular access and circulation, and queuing lane

4.4.6 Lighting

The exterior lighting shall be unobtrusive to residential neighbours, minimize light spillage and distribution onto adjacent residential properties.



Figure 25: Lighting Precedents

4.4.7 Signage

The ground related pylon sign will be located near the site entrance for ease of identification from the public realm and from a distance for vehicles plying along Airport Road. The pole mounted sign will be integrated with landscaping and will be an integral part of the overall design of the project. The sign in terms of materiality, colour and design will be compatible with the scale of the development.



Figure 26: Signage Precedents

4.5 Industrial Commercial Design Guidelines, Town of Caledon, 2004

The Industrial/Commercial Design Guidelines (ICDG) was established to guide the development of industrial and commercial projects in Caledon's Rural Service Centres and Industrial/Commercial Centres. Below is a discussion of how the proposed development is in keeping with several design recommendations contained in the ICDG.

4.5.1 Site Planning Design Guidelines

The building's main face is sited parallel to the street and is located at a setback of 10.18 metres from the future street line. This enables the accommodation of a street facing patio, the egress lane of the vehicles exiting from the site and a landscaping strip to buffer the queuing lane. In our opinion, the site plan as proposed is an efficient layout considering its narrow profile. There are varying setbacks along Airport Road. Airport Road in its current conditions lacks the 'Main Street' character. The proposed siting of the building along with the patio will establish an active and vibrant public realm. 31% of the site's frontage is occupied by the proposed building. A landscape strip will define the street's frontage. The proposed building setback mediates between the two neighbouring commercial properties to its north and south. The building location ensures good sight lines for both vehicular and pedestrian traffic.

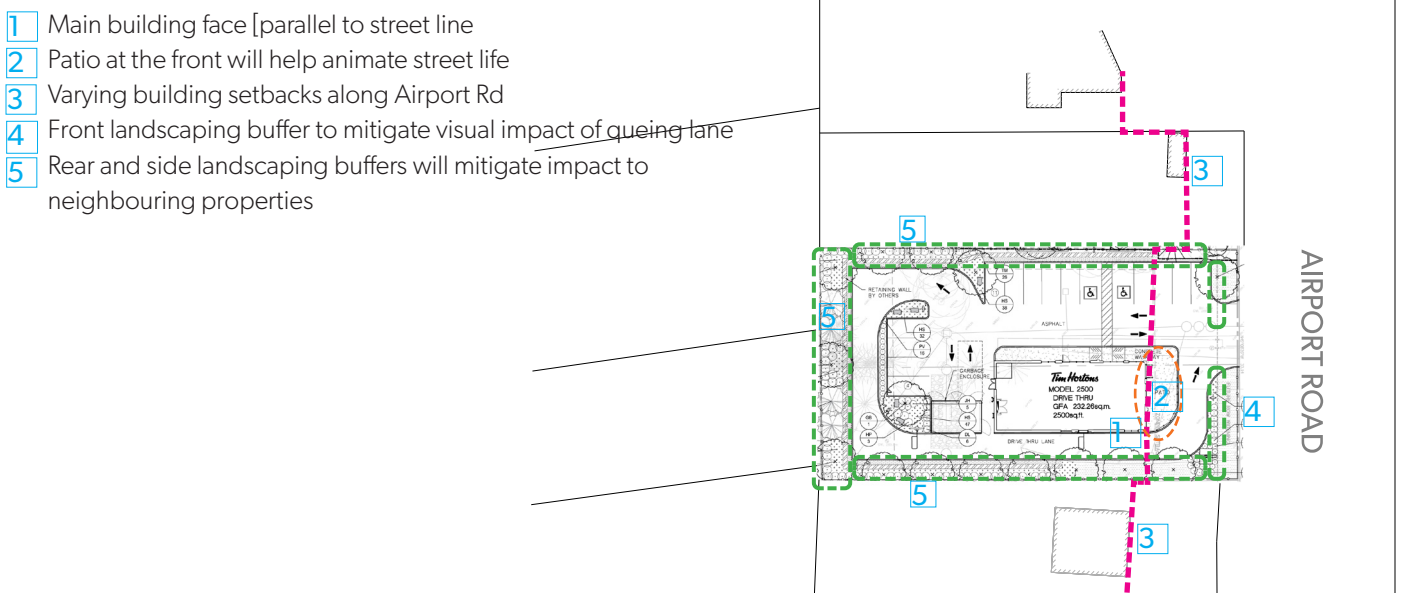


Figure 27: Site design principles

Vehicular and Pedestrian Site Access and Circulation

On-site vehicular routes are clearly defined as illustrated in Figures 22 and 24. In order to avoid conflict with pedestrian routes, painted crossings will be provided where a pedestrian route has to cross over a vehicular route. The ingress and egress of queuing lanes will be identified with signage. The pedestrian route connects the parking area to building entrances.

Parking Areas

Parking areas are located at the side and at the rear of the building to lessen the visual impact from the street. Visitors can be dropped off at the north side of the building along the paved pedestrian area. The parking areas at the north side and at the rear, and the queuing lanes are clearly defined with landscaped islands. This also contributes in adding greenery to the asphalt areas of the development. All parking areas will be well lit and paved with hard surface material as per the Town's requirement.

Landscape Strips

The site's frontage will be defined with a 1.56 metres wide landscaping strip. This area will be landscaped with shrubs, ground cover and a coniferous tree in order to lessen the visual presence of parked cars and provide a green transition between public private realms. This landscaping strip accommodates an identification signage and exit sign that will also contribute to the streetscape.

The landscape strips along the interior side lot lines measure from 1.88 to 3 metres. This allows for adequate buffering and separation between the abutting commercial properties to the north and south. Trees and fencing will further aid in providing screening and privacy.

The rear of the site will include a 4.5 metre landscape strip to buffer and screen the proposed queuing lane from the abutting residential dwellings on McCaffery's Lane. The planting of trees and shrubs in this area will further the purpose.

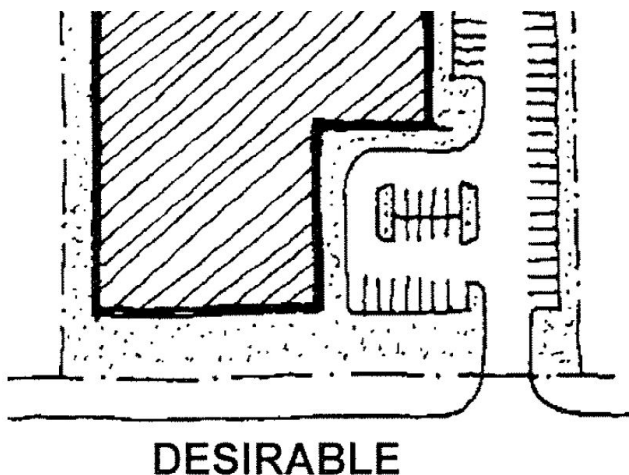


Figure 28: Desirable parking conditions as per the ICDG

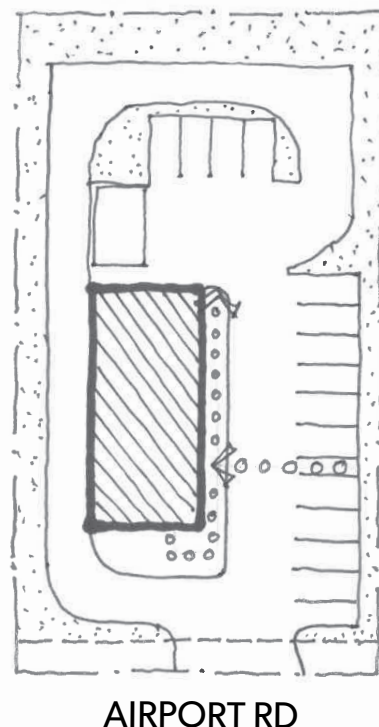


Figure 29: Parking conditions of the proposed development

Loading, Service and Garbage Areas

These areas are oriented away from Airport Road and not visible from the street. The outdoor garbage facility will be contained in an enclosure.

Site Lighting

All pedestrian areas and walkways, parking areas and entrances will be adequately illuminated. Lighting shall be directed downward and inward to avoid the spill over of light onto neighbouring properties. Lighting will be related to the pedestrian scale and ground related lighting (if any) will be coordinated with landscaping.

Signage

Building signage will be compatible in scale and design with the scale, colour and materials of the building design and will be designed as an integral element of the building's facade. A single free standing pylon sign is proposed at the front for ease of identification from a distance by vehicles travelling on Airport Road. The design of the pylon sign will be complimentary to the building design and will be integrated with landscaping. The building signage is illustrated in the elevations as shown in Figures 19 to 21.

4.5.2 Architectural Design Guidelines

The height and mass of the proposed building is in keeping with the general height and mass of neighbouring commercial buildings in the area. The proposed building height is one (1) storey with accentuated parapets to increase the building's visibility and presence along Airport Road. The overall volume of the building is small and is compatible with neighbouring commercial buildings. See Figure 30 illustrating the proposed building footprint in relation to neighbouring existing building footprints. The building is designed to have its own distinct identity that will contribute to streetscape variety. The rectangular configuration of the building mass is articulated with wall projections and recesses, heightened parapets and materiality. A human scaled shopping environment is provided through the scale of the building, detail design and facade articulation and well defined pedestrian areas. The outdoor patio along Airport Road will further attract pedestrians in favourable seasons.

The facade is articulated horizontally with metal band and brick soldier course. Vertical articulations are provided through heightened parapets and the use of distinct materiality.

The primary entrance faces Airport Road. A metal canopy provides weather protection. Highly visible building facades from the public realm will include a greater level of articulation. Full height windows that are proportional to the building's facade will provide visual connections between interior and exterior contributing to the project's commercial appeal.

The proposed materials are in keeping with what the ICDG recommends and include brick, architectural metal panels and canopies, and glass. Wall accentuations are provided with porcelain tiles. See Figures 19 to 21 for building elevations.

Rooftop mechanical equipment shall be screened from the public realm through raised parapets that are integrated with the building's facade design.



Figure 30: Proposed building footprint in relation to neighbouring buildings

4.5.3 Private Realm Landscape Design Guidelines

Planting will be coordinated to enhance the main frontage of the building and complement the architectural style of the building. The site's entrance will be defined with appropriate landscaping along Airport Road and signage. Signage will be integrated with landscaping. At the same time consideration will be given to provide clear sight lines for vehicles and pedestrians. Planting will also consider the screening of parked cars along the street. Walkway connections are provided between parking areas, building entrances and feature patios. Walkways are designed to be universally accessible as per applicable barrier-free design guidelines.



Figure 31: Precedent example of queuing lane buffered with landscaping

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5. Sustainable Design

The proposed development incorporates sustainable design initiatives as it preserves existing mature trees near the site and proposes new coniferous and deciduous tree planting as well as the planting of shrubs. These will improve micro-climatic conditions as well as preserve and enhance the Town's tree canopy. The proposed building will be designed and constructed as per the Ontario Building Code (OBC) and will meet Provincial targets for energy and water conservation as directed by the OBC. The building's small footprint retains much of the site for landscaping that benefits storm water infiltration. A generous amount of landscaping is proposed that will reduce the urban heat island effect. Conscious efforts are made to mitigate the expanse of asphalt and parked and running vehicles by providing landscaped areas along parking spaces and the queuing lane.

The design will promote active modes of transportation by encouraging walking and cycling to and from the coffee shop. The patio at the front will further stimulate pedestrian activity in favourable weathers.



Figure 32: Precedent example of queuing lane buffered with landscaping



Figure 33: Precedent example of patio enlivening the street atmosphere

6. Summary and Conclusion

The proposed drive-through facility will support the Town's objective of accommodating services in the Caledon East Rural Service Centre. The proposed development takes on a sensitive design approach and recognizes the rural character of the area. The small building footprint integrates with the existing surrounding buildings while introducing a fresh new look. The building elevations, materiality and signage will contribute to the streetscape's aesthetic appeal. A generous amount of landscaping is proposed to mitigate visual impacts from the street and from neighbouring properties, including residences at the rear along McCaffery's Lane. The queing lane associated with the drive-through facility is carefully designed and located towards the rear of the site and behind the building to reduce conflict with pedestrians and other vehicles as well as minimize the impact from the public realm.

The approval of the said OPA and ZBA applications will facilitate a service facility in this rural centre with high quality architecture and landscape design that will improve and inspire the local built context.



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